With the sharp reduction of budgetary support for the Railways development plans, from nearly 75 per cent during the Vth Plan to only 17 per cent during 1994-95, Railways has had to depend upon funds drawn from its revenue surpluses and from those taken in market borrowing,, which is an expensive source of funding, for the execution of its Projects.

Railways have, therefore, decided to allow entrepreneurs from the private sector to participate, on a Build-Own-Lease transfer (BOLT) basis, in such projects which, on commissioning, would generate revenue to enable the Railways pay back the stipulated lease charges to the entrepreneuer. In this manner, the Railways expect to be able to execute many more developmental works than would have been ordinarily possible from the existing resources available to it.

(c) Yes, Sir.

(d) Entrepreneurs in the private sector shall be at liberty to select the stations and make a proposal under the Scheme The entrepreneur shall be expected to carry out all scheduled maintenance and petty repairs at the station as well as keep the entire premises clean during the period of the Agreement. He shall also be expected to develop the station, by carrying out beautification/greening of the station premises, as mutually agreed to.

(e) and (f) There is already the system of private parties being authorised for the operation of City Booking Agencies and Out Agencies to sell railway tickets and book parcels. Tickets are cies and Out Agencies to sell railway managed by Halt Contractors. Under the scheme of Rail Tourist Agents and General Service Agents, private parties are authorised to sell tickets and also arrange reservations on behalf of the railways.

**Electrification of Railway line from Erode to Cochin**

1288. SHRI V. GOPALSAMY: Will the Minister of RAILWAYS be pleased to state:

(a) how much money was allotted for electrification of the railway line from Erode to Cochin this year;

(b) out of which, how much amount the Railways have spent so far;;

(c) wha is the percentage of work completed so far; and

(d) by when the whole work will be completed?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Rs. 15.51 crores has been allotted in 1994-95.

(b) Rs. 1.44 crore.

(c) Work in Erode-Palghat portion of Erode-Palghat-Cochin section is in progress at present. About 2 per cent progress has been made upto September, 1994.

(d) Work of electrification of Erode-Palghat-Cochin is expected to be completed by March, 98, subject to availability of funds.

**दादर-अमृतसर एक्सप्रेस रेलगाड़ी को गुलाबगंज मंडी रेलवे स्टेशन पर रोका जाना**

1289. **श्री राघवजी** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को इस तथ्य की जानकारी है कि पिछले महीने दादर-अमृतसर एक्सप्रेस रेलगाड़ी को गुलाबगंज मंडी रेलवे स्टेशन पर, जो कि मध्य रेलवे के अंतर्गत भोपाल-बीना लाइन पर, एक केन्द्रीय स्थल है, रोने जाने की मांग को लेकर ग्यारह दिन का धरना आयोजित किया गया था;

(ख) यदि हां, तो उक्त मांग को कब तक पूरा कर दिया जायेगा और यदि नहीं, तो इसके क्या कारण हैं; और

(ग) क्या सरकार को इस तथ्य की जानकारी है कि दादर-अमृतसर एक्सप्रैस गाड़ी गुलाबगंज मंडी स्टेशन से भी छोटे-छोटे स्टेशनों पर रुकती है और यदि हां, तो गुलाबगंज मंडी स्टेशन पर इसे न रोके जाने के क्या कारण हैं ?

**रेल मंत्री (श्री सी० के० जाफ़र शरीफ़)** : (क) जी, हां ।

(ख) और (ग) इस समय गुलाबगंज स्टेशन 8235/8236 भोपाल-बिलासपुर एक्सप्रैस एवं पैसेंजर सहित चार जोड़ी गाड़ियों द्वारा सेवित है । ये सेवायें इस स्टेशन पर प्राप्त हो रहे यातायात के मौजूदा स्तर के लिए पर्याप्त है। गुलाबगंज में 1057/1058 दादर-अमृतसर एक्सप्रैस को ठहराव देने की जांच की गई है परन्तु स्टेशन पर यातायात के कम होने के कारण वाणिज्यिक दृष्टि से ऐसा करना औचित्य-पूर्ण नहीं पाया गया है । ठहरावों का निर्धारण यातायात की मात्रा तथा पैटर्न और गाड़ी की विशिष्टता के आधार पर किया जाता है ।

**Fire accidents in trains**

1290. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of fire accidents in passenger trains during last three years, year-wise;

(b) what is the total loss of property and amount of compensation paid to victims during the last three years, year-wise;

(c) whether it is a facf that in almost all the cases the emergency alarm system had failed; and

(d) whether Government have considered alternative alarm system or fire alarm system in the pessengers trains?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) (a) and (b) The number of fire accidents on passenger trains, loss to railway property and compenstion pid to the vicitims in these accidents during the last three years was as under:—

| Year | No. of fire accidents on passenger trains | Loss to Railway property (Rs. in lakhs) | Compensation paid to the victims (Rs. in lakhs) |
|---|---|---|---|
| 1991-92 . . . . | 7 | 37·41 | 128·20 |
| 1992-93 . . . . | 9 | 39·00 | 6·60 |
| 1993-94 . . . . | 3 | 46·55 | 2·00 |
| TOTAL: | 19 | 122·96 | 136·80 |

(c) No, Sir. In all the cases, alarm chain apparatus were functioning.

(d) No, Sir. The present system is working satisfactorily.

**Salary grade for the announcers**

1291. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is no specific post and salary grade for the announcer on Central Railway;

(b) the number of railway stations on Central Railway having the announcement system.